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HONGKONG, MONDAY, JULY 5, 1909.

第八十月五年元統宣

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SPORTING.

Saturday's Gymkhana.

The following are the results of the events contested at the Gymkhana after we had gone to press on Saturday afternoon.

INTERVALLA T. N. P. RACING COMPETITION.
China ponies only to be used. Best of three runs. 3 points for a Carry; 2 for a Draw and 1 for a Touch. The winner has at his disposal 2 points for pace and style over all three runs. Lance exercise will not count towards style. Lance as supplied by the Club, or of a similar pattern must be used. A Cup will be presented at each Competition by the Hongkong Gymkhana Club.

Mr. John Johnston.
Major Eaton. "The Bull."
Mr. W. S. Dupree.
Cash Sweep, 1st, \$327.60; 2nd, \$83.60; 3rd, \$46.80.

HURDLE RACE. One mile and a quarter. Over not less than eight "high" hurdles. For all China Ponies. Catch weights 11st. 5lb. jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb.

Mr. John Johnston's Blue Robin, 159 lbs (Owner) 1
Mr. Dryad's Best Friend, 161 lbs (Mr. Dupree) 2
Messrs D. L. M. Tamar, 154 lbs (Owner) 3

PARI-MUTUEL. \$12.80. Cash Sweep, 1st, \$406.35; 2nd, \$116.10; 3rd, \$58.05.

ONE AND A QUARTER MILE FLAT RACE. Hurdle Race. For all China Ponies. In the event of top weights not starting weights to be raised all round, i.e., Top weight starting to carry 161 lbs.

Mr. Landon's Seafoam, 153 lbs (Mr. Dupree) 1
Mr. J. Johnston's Just-in-Time, 161 lbs (Owner) 2
Mr. Blinn's Greyback, 150 lbs (Mr. Morley) 3

Time, 2ms. 45 secs.
PARI-MUTUEL. \$12.20. Cash Sweep, 1st, \$577.55; 2nd, \$150.30; 3rd, \$79.65.

Lawn Bowls.

TAIKOO v. KOWLOON.

At Kowloon on Saturday afternoon the members of the Tarkoo team were entertained by Kowloon. The latter team was somewhat weakened and in consequence were rather badly beaten. The scores were—

TAIKOO.	KOWLOON.
Grimshaw	Taylor
Hamilton	Tulip
Heron	Patric
Scott	W. J. Crawford
(skip).....29	(skip).....13
Gray	Baugh
Duncan	MacGlashan
Eldrick	Naves
Taylor (skip).....17	Puncheson (skip) 19
Duncan	W. Brown
McCubbin	Brown
McIntyre	Harrison
Perry (skip).....23	Moss (skip) 15
Shard	A. Ramsay
Hardwick	A. Nevis
Dickson	Alexander
Aitken (skip).....17	Macdonald (skip) 15
Total.....86	Total.....62

Tennis.

KOWLOON v. CRAIGENOWER.

Craigenger, who visitors to Kowloon on Saturday, won by 52 to 25. It was unfortunate for Craigenger that Mr. Pestonji, a very fine player, was overcome by the heat and this set was abandoned. The results were—Mead and Clelland (Kowloon) beat Rapp and Lammer, 7-4; best Kinard and Bass, 8-3. Lepely and Duncan beat Bass and Kinard, 8-3; best Lammer and Pestonji, 6-0. Green and Straver beat Bass and Kinard, 6-0; best Lammer and Rapp, 10-1. Kowloon meet the Civil Service on Saturday on the latter's ground.

The situation in Morocco is again disquieting owing to the Sultan's double defeat by the Pretenders El Raghi and Ben Amara, near Fez.

TAKE A VACATION.

NOW is the time to take a vacation, get out into the woods and mountains and visit the seashore, but do not forget to take a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy along with you. It is almost certain to be needed, and cannot be obtained on railroad trains or steamships. It is too much of a risk for anyone to leave home on a journey without it. For sale by all chemists and druggists.

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DETAILED MAP OF THE PEAK.
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PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1908.
Small Scale Map of Island, Channels and Kowloon Point, locating Docks, Railway, Green Island Cement Works, etc.

COPYRIGHT BY K. A. MASSEY.
The above in cloth-bound case with pocket for Map, scales (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Licensed Taxis for Chair and Rickshaws; Price \$2.00. Map alone \$1.00. To be had from (H.K. MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BARNES & Co. and Thos. Cook & Son, Hongkong, May 10, 1909.

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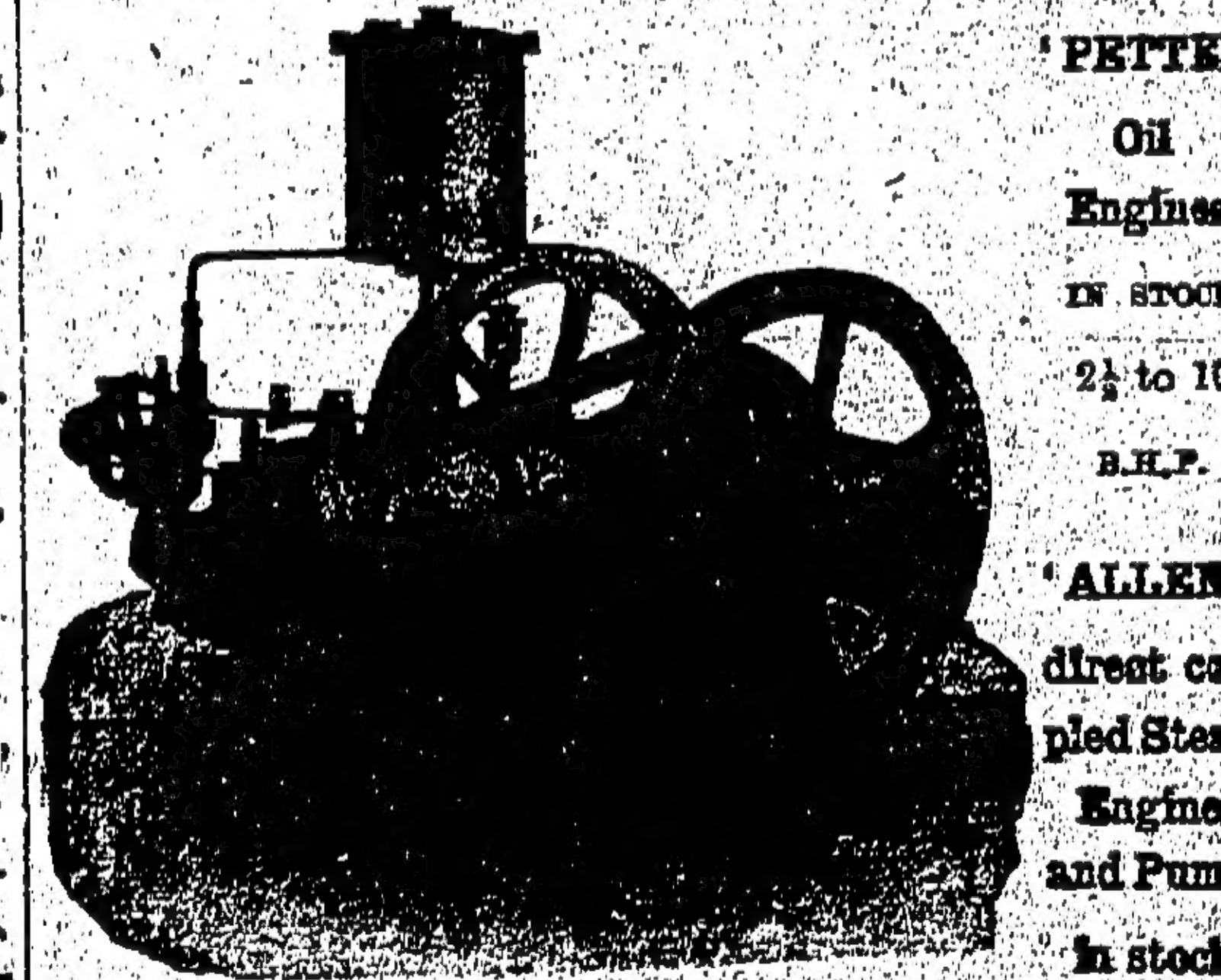
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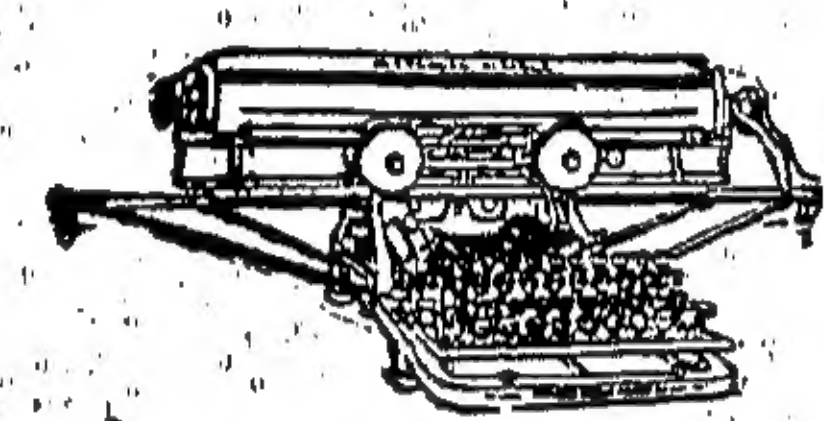
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NAVY CONTRACT.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the Coaling of H.M. Ships, etc., at Hongkong, for a period of 12 months, from the 1st August, 1909.

Forms of Tender can be obtained on application to the N.A.T.A. STORE OFFICER, H.M. NAVAL BASE, HONGKONG, and should be returned not later than Noon on the 15th July, 1909.

A deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

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WE have this day authorized Mr. JOHANNES EMIL MEYER to sign our Firm Proclamation.

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THE ECONOMIST.

By Robert Louis Acland.

Andrew Butts, second engineer, stood at the top of the engine-room, reflecting on the evil consequences of over-zealous economy.

The Cabin, newly acquired by an American syndicate, had left New York with seven engineers instead of twelve, four of them including the Chief, strangers. There had been no regular overhaul of her engines, and the periodical repairs necessary on a twin-screw liner had been neglected.

At the moment Butts and two juniors represented the available engine-room staff. The Chief was in his cabin, drunk out of all responsibility, and the Fourth was offering him the sincerest form of flattery. Two others suffering from a combined attack of sea-sickness and incapability had been locked in their cabins.

The Second, however, was chiefly concerned with the engines; and he was beginning to realize that a stoppage was inevitable within twelve hours; the machinery, and especially the auxiliary machinery, was almost, as it were, breaking up hour by hour.

Even as he stood there a sudden strange noise made him listen intently; next moment he uttered one word, and plunged down the swaying ladders at his utmost speed. A sudden roar of steam told him that one more weak point in the chain of mechanism that leads from the bunkers to the propeller had failed.

When he reached the engine-room door he found Mackay, the fifth engineer, shutting steam off their last available feed-pump, whose split cylinder spoke eloquently of a broken piston within.

"It's come at last," said Butts; "draw your fires, Mackay; here's six hours' work even if we can work in spare parts off one of the other pumps. Send someone up to rouse Stevens; he is asleep in the mess-room. I must go up and see the skipper."

Four hours later the Cabin, sagged and rolled helplessly in mid-Atlantic, while the deck officers tried to reassure the passengers and the engineers tackled their almost hopeless task with inefficient tools but inexhaustible resource.

The engines were silent, but their steady beat was replaced by the clang of hammers and the rattle of chains' blocks.

Somewhere about midnight, when Butts, the end of his labours in sight, was getting fire lighted under the boilers, disaster in shape of a monstrous wave came over the bows of the Cabin. Solid as a marching regiment, it came down the swinging deck, poured into the fan-flat, and emptied itself, at after roaring ton, into the stokehold.

At the first alarm the water-tight doors were shut, so Butts and his men escaped up the ladder, while the imprisoned water drowned the newly lighted fires, flooded up the stokehold plates, and swept them clattering from side to side as the ship rolled.

The second engineer called a council of three in the mess-room, at which, when their pipes were lighted, he explained the gravity of the situation to his two juniors.

"You, Mackay," he concluded, "will go into the engine-room and start a bilge-pump, working off the donkey-boiler—not that it will make any appreciable difference, but to reassure the skipper. And you Stevens, will come with me into the stokehold and help me to find out what damage has been done; it's all hell up because I may mention that several plates have floated up, and there are four coal-barrow washing about down there, as well as nothing of numerous shovels, rakes, and alike."

Butts had not underestimated the condition of things below; there were three feet of water over the floor—black, oil-streaked, and forbidding; while every time the Cabin rolled the loose plates swept, clattering, across the stokehold, carrying with them a deafening chorus of barrows and firing-tools.

"Like a blasted iron-works on the drink," shouted Stevens, as, after his second hurried flight up the ladder, he watched his cap float away on the crest of a sluggish black wave.

"We've got to get down there, sonny," said Butts. "Old Mackay's bilge-pump won't clear this out in a fortnight; get some of the dronies, and we'll see what can be done with a chain or two."

A wet, windy dawn found the engineers, after a night of killing work, at least able to wade about the stokehold in safety. With chains and shores they had lashed, wedged, or rescued all the drifting dangers of the floor-level. Three times they had almost conquered, and three times they were driven up the sidly ladders as the whole raving collection broke loose and swept across underneath them, but perseverance and Butts's dogged determination had conquered.

Their very first exploration showed them that boiler-feed-pipes to the number of five had been sheared off by the drifting plates, which meant, of course, that no water could be pumped into the boilers until they were replaced or repaired.

Many men, probably, eight out of ten, would have owned themselves beaten. Here was a big ship, fighting a heavy sea and crippled by a breakdown which would have given food for thought to a gang of fivers with a shillyard store to draw upon.

Yet Butts, his two juniors, were out with two days and nights of perpetual labour, merely observed. "We're no spares; we shall have to make shift with anything we can find." "Never for anything did it occur to him to give in."

Hour after hour they worked, stripping

(Continued on Page 2.)

Intimations.

COLONIAL SECRETARY'S DEPARTMENT.

HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN

that Sealed Tenders will be received at the Colonial Secretary's Office, Hongkong, till Noon on Tuesday, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of selling within the Colony (including the New Territories), Opium so prepared, inclusive of the privilege of collecting doses and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information, as to conditions of tendering, etc., can be obtained from the Colonial Treasurer.

A. M. THOMSON, Colonial Secretary.

2nd July, 1909.

Conditions of Tendering.

1. No tender will be received unless the tenderer produces a receipt from the Treasurer for—

(a) A deposit of \$30,000, or of Title Deeds, or other approved securities, to be held in trust by the Treasurer, to be returned to the tenderer on the 1st day of January, 1910, deposit with the Treasurer, to be held in trust by the Treasurer, to be returned to the tenderer on the 1st day of January, 1910.

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(l) A deposit of \$30,000, or of Title Deeds, or other approved securities, to be held in trust by the Treasurer, to be returned to the tenderer on the 1st day of January, 1910.

(m) A deposit of \$30,000, or of Title Deeds, or other approved securities, to be held in trust by the Treasurer, to be returned to the tenderer on the 1st day of January, 1910.

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(bj) A deposit of \$30,000

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Hongkong, March 4, 1909. 328

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NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS AS SET DOWN, 1908.

218,114,624 11 1

Authorized Capital 23,000,000

Subscribed Capital 23,750,000

Paid-up Capital 2,887,500 0 0

Fire Funds 3,086,574 12 1

Life & Annuity Funds 14,515,542 10 8

Sinking Fund Account 45,907 6 8

218,114,624 11 1

Reserve Fire Branch 2,380,558 13 1

Life & Annuity 1,347,324 13 4

Branches 8,503 6 0

Sinking Fund Account 2,380,558 13 1

The Accumulated Funds of the Fire and

Life Departments are free from liability to

support of each other.

SHEWAN, TOMES & CO.,

Agents.

Dentistry.

DR. CHAS. FONG,

DENTIST.

41, QUEEN'S ROAD CENTRAL.

BUCKLE No. 3, FIRST FLOOR.

(UPPER PORT OFFICE).

American graduate with twenty years experience

the practice of Dentistry special for treat-

ment of teeth.

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DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

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Ammonia -

For the Bath, Toilet and

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Promotes a healthy action of the skin

counteracts all effects of perspiration

and is as refreshing and invigorating

to the system as a Turkish

Bath.

WATSON'S

Carbolic Soaps -

Highly recommended by

the Medical Profession

in three strengths, containing 5% 10% and

20% of pure carbolic acid.

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ORIENTAL

Turkish Bath Salt

Softens the water, and imparts a delight-

ful fragrance to the skin.

A. S. WATSON & CO.

LIMITED.

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AND KOWLOON DISPENSARY.

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On London ... 1/2 1/2

On demand ... 1/2 1/2

On 30 days sight ... 1/2 1/2

On 4 months sight ... 1/2 1/2

On 6 months sight ... 1/2 1/2

On 9 months sight ... 1/2 1/2

On 12 months sight ... 1/2 1/2

On 15 months sight ... 1/2 1/2

On 18 months sight ... 1/2 1/2

On 21 months sight ... 1/2 1/2

On 24 months sight ... 1/2 1/2

On 27 months sight ... 1/2 1/2

On 30 months sight ... 1/2 1/2

On 33 months sight ... 1/2 1/2

On 36 months sight ... 1/2 1/2

On 39 months sight ... 1/2 1/2

On 42 months sight ... 1/2 1/2

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On 75 months sight ... 1/2 1/2

On 78 months sight ... 1/2 1/2

On 81 months sight ... 1/2 1/2

On 84 months sight ... 1/2 1/2

On 87 months sight ... 1/2 1/2

On 90 months sight ... 1/2 1/2

On 93 months sight ... 1/2 1/2

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On 99 months sight ... 1/2 1/2

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CHINA MAIL LIMITED.

BIRTH.

GAIL - On the 4th July, at No. 1, Des

Voeux Villas, The Peak, the wife of C. H.

GAIL, P.W.D., of a son.

MEMOS FOR TO-MORROW.

Miscellaneous

Goods per Kowloon undelivered after this

date subject to rent.

Goods per Kowloon undelivered after this

date subject to rent.

General Memoranda.

WEDNESDAY, July 7 -

2.30 p.m. - Auction of Household Furni-

ture, at Messrs. Hughes & Hough's

Sales Rooms.

THURSDAY, July 8 -

Goods per Kowloon undelivered after this

date subject to rent.

TUESDAY, July 13 -

3 p.m. - Auction of Leasehold Properties

at Messrs. Hughes & Hough's Sales

Rooms.

The China Mail

HONGKONG, MONDAY, JULY 5, 1909.

ASIA'S CONTRIBUTIONS TO

THE EVOLUTION OF

CHEMISTRY.

Some very interesting topics were

discussed at the recent Congress of

Chemists held in London at the close

of May and the beginning of June.

Dr. OSCAR WITT, who presided at a

similar Congress held in Berlin in

1906, in particular delivered a very

illuminating address on "Evolution in

Applied Chemistry," in the course of

which he said that, as a rule, one

takes it for granted, that anything

applied must have existed before its

application, but that it is not so with

regard to applied chemistry. He

proceeded to explain what at first

sight appears to be a paradox in this

manner. "Chemistry as a science is

born, as we all know—a compara-

tively new creation. Its applications,

on the other hand, have existed since

time immemorial," and may be traced

back to the very beginnings of human

civilisation. The men who in the past

devoted their thought and energy to

problems which we now call chemical

had to reach their ends with the help

of sound empiricism. Though their

progress was slow, it was sure, so that

to this day we have sometimes occasion

to marvel at their successes. More

than that, we may safely say, that

some of our best industrial methods

would never have been discovered if

we had had chemical theory only

to guide us. Science itself stands

on an empirical basis—we cannot

draw general conclusions unless we

have well-established observations to

start from." Professor WITT acknow-

ledged that the scientific method of

invention is a quick road to success,

but pointed out that there were

treasures to be found even by those

who went slowly. He made a special

plea for the study of the history of

applied chemistry by means of the

careful study and analysis of the

products of ancient times, so that we

might learn more of the accomplish-

ments of past generations in the

trade and manufacturing secrets as

well as many an ancient handi-

craft have fallen into disrepute

or been entirely lost in India, China and

Japan within the memory of living men.

fresh life and usefulness. As ex-

amples, he instanced the rediscovery

by the Bavarian potter, Fischer, of

the process of the manufacture of the

terra sigillata of the Romans and

restoration of the use of lanolin,

which was a panacea of the Greeks

two thousand years ago. "Yet such

discoveries will remain inheritances

from the dead, and the cases of their

resurrection to life will not be

numerous. But we have living em-

piricism at our doors, which we allow

to die and to sink into oblivion, with-

out attempting to study it and to learn

the lesson it has to teach. A treasure

of information of incalculable mag-

nitude has been hoarded up in the

course of centuries by the skill and

patience of countless millions of men

who were, and are, as keen in the

study of Nature as they are reluctant

to draw general conclusions from their

observations."

Having thus wetted the curiosity of

his hearers the great chemist lost no

time in demonstrating that the great

treasure to which he referred was the

centuries-old industrial experience of

the nations of the Asiatic continent.

"It is," he said, "an undoubted fact

that the people of Persia, India, China,

Japan, Burma, Siam, Cambodia, and

the innumerable islands of the Pacific

are possessed of methods for the

treatment and utilisation of the pro-

ducts of Nature which are in many

cases equal, if not superior, to our own.

These methods must be to a large

extent based upon chemical principles.

Is it not strange that we know so little

about them and that little generally

only indirectly through the accounts of

travellers who were not chemists? If

all these peculiar methods were fully

known and described by persons who

had seen them applied, and had

watched their application with the eyes

of a chemist, it would certainly be of

the greatest utility to our own industry.

Who can deny the advantage which

the industry of cotton dyeing and

calico printing derived from the study

of the Turkey red process which, a

century ago, was bought as an Eastern

trade secret by the French Government

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FOR	STEAMERS	To SAIL ON	REMARKS
SHANGHAI	DELTA	About 8th July	Freight and Passengers.
LONDON, via USUAL PORTS	ASSAYE	Noon, 10th July	See Special Notice.
LONDON & ANTWERP	SIMLA	About 14th July	Freight and Passengers.
SHANGHAI, MOJI, KOBÉ, SYRIA, AND YOKOHAMA	Capt. D. G. GARDNER, R.N.	About 16th July	Freight and Passengers.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

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EMPEROR OF JAPAN, SATURDAY, JULY 24th.	EMPEROR OF BRITAIN, FRIDAY, SEPT. 10.
EMPEROR OF CHINA, SATURDAY, AUGUST 14th.	ALLAN LINE, FRIDAY, OCT. 1.

Each Trans-Pacific Emperor connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The Emperor of Britain and Emperor of Japan are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

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SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service of China and Japan Governments.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "EMPEROR" carries only "One Class" of Saloon Passengers (Intermediate) the accommodation and commissariat being excellent in every way.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

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FOR	STEAMERS	CAPTAIN	To SAIL, 1909.
SHANGHAI, KOBÉ and YOKOHAMA	CALEDONNIEN	Bruno	July 5, p.m.
MARSEILLES, via PORTS	TOURANE	Langdon	July 6, at 1 p.m.
SHANGHAI, KOBÉ and YOKOHAMA	ERNEST SIMONS	Girard	July 19, p.m.
MARSEILLES, via PORTS	ARMAND BEHIC	Lavon	July 30, at 1 p.m.

TRANSFERRING on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE, and BLACK SEA.

Through Tickets to London, via PARIS, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

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Taking Cargo at through Rates to all European, North Continental and British Ports, also to Africa, India, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

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S.S. DORTMUND, 28th July	S.S. ANTONIA, 20th July
S.S. SPERDA, 13th Aug.	For Havre, Rotterdam, Bremen & Hamburg
S.S. CIPERO, 13th Aug.	S.S. BEGONIA, 4th Aug.
	For Antwerp, Bremen & Hamburg
	S.S. SAMBA, 20th Aug.

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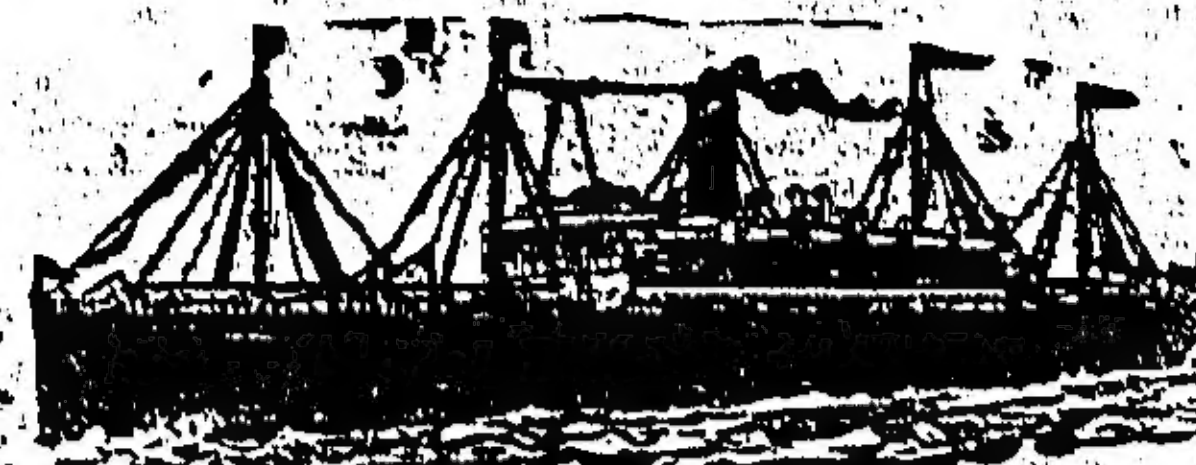
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Hongkong, June 26, 1909.

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Only line taking the warm Southern Route across the Pacific, via Honolulu, to U.S.A., the most fertile and beautiful island of the Pacific.

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STEAMERS	SAILING DATES, 1909.
NIPPON MARU, 11,000 Tons	SATURDAY, 10th July, at Noon.
SIBERIA, 18,000	SATURDAY, 17th July, at Noon.
CHINA, 10,300	TUESDAY, 27th July, at Noon.
MANCHURIA, 27,000	SATURDAY, 31st July, at Noon.
CHIYO MARU, 21,000	SATURDAY, 7th Aug., at Noon.

Twin Screw. Triple Screw Steamer.

The S.S. NIPPON MARU will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimonoseki and Honolulu, on SATURDAY, July 10th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

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China, 10,200 Tons TUESDAY, 27th July, at Noon.

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Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passengers and Freight, apply to the Agency of the Company, King's Building (opposite Blake Pier).

A. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
	KAWAORI MARU, Capt. E. Peterson, Tons 6500	WEDNESDAY, 21st July, at Daylight.

VICTORIA, B.C. & SEATTLE, via REELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU AND YOKOHAMA.

 SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE. |

NAGASAKI, KOBÉ AND YOKOHAMA, via YAWATA MARU, Capt. T. Sekine, Tons 6000

KOBÉ AND YOKOHAMA, via YAWATA MARU, Capt. T. Sekine, Tons 6000

BOMBAY, via SINGAPORE, via YETOROFU MARU, Capt. K. Sugaya, Tons 4500

SHANGHAI, MOJI AND KOBÉ, via YETOROFU MARU, Capt. W. A. Evans, Tons 5000

NAGASAKI, MOJI, KOBÉ AND YOKOHAMA, via YETOROFU MARU, Capt. Wm. Thompson, Tons 9000

Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru (Capt. F. L. Sommer) About Wed., 28th July.

Mishima Maru (Capt. A. E. Moore) About Wed., 25th Aug.

Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sept.

Miyasaki Maru (Capt. W. Steinbridge) About Wed., 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class	\$120	\$110	\$100	\$90
2nd class	\$80	\$70	\$60	\$50

With option of Rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE:—SAYAKIMACHI, KOBÉ, JAPAN.

BRANCHES:—NAGASAKI, SHIMONOSEKI, JAPAN AND HONGKONG.

CABLE ADDRESSES:—MIYASAKI, applying to Head Office and Shimomachi Branch, YUASA, applying to Hongkong Branch only.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

Y. KUBO, Manager, HONGKONG, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

ADVENTURES AMONG THE ETERNAL SNOWS.

There are few such interesting persons connected with mountaineering as Dr and Mrs Bullock Workman, who are just now in Paris and with whom an Evening News representative has had a long chat.

Mrs Bullock Workman has followed her energetic husband in all his perilous ascents, and has attained the highest point on the surface of the globe that has ever been reached by a woman.

Dr. Workman was asked what he considered to be the hardest escape his brave wife and himself had ever had whilst in the snow and ice of the Himalayas.

After a moment's reflection he replied, "Well, I think perhaps the adventure which most vividly impressed my wife and myself was on the Chogo Lungma glacier in 1902. Accompanied by a guide and a porter, all four of us being roped together, we started to climb an almost perpendicular ice wall some 800 feet high. Every step we took caused the snow to give way under our feet and made us slip on the dangerous ice. It took us six hours to climb that ice wall, and I confess that when I was half-way up and looked down I felt I was having one of the "hottest" times of my life, and that every step might launch us into eternity. My wife said nothing.

When the native porter slipped and swung below us it took the three of us, straining every nerve, half an hour to haul him up again, for it was as much as we could do to keep our own balance.

The Italian guide above us presently echoed all our sentiments by calling out, "We shall never come out of this alive," and he stopped short, unable or unwilling to advance further or to move down again from his position.

Yet he was one of the picked guides of Courmayeur. I told him it would not help us to stay there, that if we must meet eternity, we might as well meet it on the move as to stay on a three-inch ice ledge and wait for it.

Ultimately we reached the top and were able to take observations of the surrounding country but the downward journey was even a worse experience.

It took us seven hours to climb down again.

Perhaps one of the most painful experiences that Dr and Mrs Bullock Workman ever went through was on the Nun-Kun range in 1906, when at a height of 21,000ft. the doctor and his wife found themselves alone, deserted by porters and oxen, and gasping for breath to such a degree that they found it impossible to sleep.

The porters who had accompanied them had been overcome with sickness, and were obliged to return to the camp 8,000 feet below, but before the relief party could come up with stores an avalanche had blocked the way and Dr. and Mrs. Workman, unable to move down, remained for five days in the ravine air.

This height of 21,000 feet marks the highest altitude ever attained by woman.

In the Western Himalayas the Workmans saw many mountains which were totally unclimbable. Two or three of these bore a striking likeness to the Matterhorn.

During a considerable portion of their trip last year Dr. and Mrs. Workman came across many wild tribesmen in Turkestan who had never set eyes on white people. They were astonished that any persons should be bold enough to climb up into the heights of the eternal snows. They looked upon the party as being more than human, as weird uncanny beings, who were going up to hold converse with the Gods. It was perhaps this fact that saved the Workmans from molestation, and probable assassination, on many occasions.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price 20 cents.

To be had at 100, "China Mail Office," 5, Wyndham Street.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen can now be had at this Office.—Price, 3 Cents.

China Mail Office, 5, Wyndham Street.

THE NEW FRENCH REMEDY, THERAPION.

This excellent preparation is made in accordance with the latest scientific discoveries, and is the only remedy of its kind which does not contain any of the deleterious elements of other remedies.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

For further particulars, apply to

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen can now be had at this Office.—Price, 3 Cents.

China Mail Office, 5, Wyndham Street.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SHANGHAI	YATSHING	TUESDAY, July 6, at Noon.
TIENSIN, via WEIHAI	CHITSHING	TUESDAY, July 6, at Noon.
WEL & CHENFOO	CHITSHING	TUESDAY, July 6, at Noon.
SINGAPORE, PENANG AND CALCUTTA	POOKSANG	TUESDAY, July 6, at 2 a.m.
KOBÉ & YOKOHAMA	HINSANG	WEDNESDAY, July 7, at 2 a.m.
MANILA	CHONGSANG	FRIDAY, July 9, at 4 a.m.
MOJI	CHONGSANG	SUNDAY, July 11, Daylight.
MANILA	CHONGSANG	FRIDAY, July 16, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	KUTSANG	FRIDAY, July 30, at Noon.

RETURN TOURS TO JAPAN, OCCUPYING 24 DAYS.

THE steamers Kutsang, Yonsang and Pooksang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light, and a fully qualified Surgeon is also embarked.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chiofoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 51, JARDINE, MATHESON & CO., LTD., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
MANILA	TAIYU	July 5, at 5 p.m.
SHANGHAI	YINCHOW	July 5, at 4 p.m.
AMOI, MANILA, CEBU & ILOILO	SAPOON	July 5, Daylight.
SHANGHAI	CHENAI	July 11, Daylight.
MANILA	TAKING	July 13, at 5 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH.	S.S. "TINTAN" and S.S. "SAUL"	Taiwan, July 19, at 6 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SUREW STEAMERS.—(S.S. Anshu, Chosen, Linan, Chishan)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Colombo	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Relative)	Due at London (1 day later)
ASSAYE.....7600	July 10	MAEDONIA 10800	Aug. 7	Aug. 13
DELTA.....8000	July 14	MOLAVIA 9800	Aug. 21	Aug. 27
DELTA.....8000	Aug. 7	MAEDONIA 10800	Sept. 4	Sept. 10
DELTA.....8000	Aug. 21	MOLAVIA 9800	Sept. 18	Sept. 24
DEVANHA.....8000	Sept. 4	MOLAVIA 9800	Oct. 2	Oct. 8
ASSAYE.....7600	Sept. 18	MOLAVIA 9800	Oct. 16	Oct. 22
DELTA.....8000	Oct. 2	MOLAVIA 9800	Oct. 23	Oct. 29
DELTA.....8000	Oct. 16	MOLAVIA 9800	Nov. 6	Nov. 12
DELTA.....8000	Oct. 30	MOLAVIA 9800	Nov. 20	Nov. 26
DELTA.....8000	Nov. 13	MOLAVIA 9800	Dec. 3	Dec. 9

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong or at time of booking. In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSIT) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due at London
DELTA.....8000	July 14	Aug. 27
DELTA.....8000	July 28	Sept. 10
DELTA.....8000	Aug. 11	Sept. 24
DELTA.....8000	Aug. 25	Oct. 8
DELTA.....8000	Sept. 8	Oct. 22
DELTA.....8000	Sept. 22	Nov. 5
DELTA.....8000	Oct. 6	Nov. 19

Large steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, apply to

E. A. HEWETT,
Superintendent.THE EASTERN & AUSTRALIAN
MAIL SERVICE.MAIL SCHEDULE.
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN.....	June 28	21st July, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 3, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Burgers and Stewardesses carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	2540	A. W. Almond	Manila	SATURDAY, July 10, at Noon.
SAFRO.....	2540	R. Rodger	Manila	SATURDAY, July 17, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

STEAMERS	FOR BOSTON & NEW YORK, via PORTS AND SUZUKI CANAL. (With liberty to call at the MALABAR COAST.)
ST. PATRICK.....	TO SAIL ON About 12th July 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 24, 1909.

Shipping

DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG-SOUTH CHINA
COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMER	For	Leave
HAITAN.....	SWATOW, AMOY & FOOSHOW	TUESDAY, 6th July, at 2 p.m.
HAIMUN.....	SWATOW	WEDNESDAY, 7th July, at 2 p.m.
HAITANG.....	SWATOW, AMOY & FOOSHOW	FRIDAY, 9th July, at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

A reduction of 20 per cent on First-Class Fares to Foochow will be made during the months of July, August and September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJILLO, YOKOHAMA, HONOLULU, MANZANILLO & SALINA CRUZ (Mexico).

s.s. America Maru - - 5000 tons gross Aug. 30th, at noon.
s.s. Hongkong Maru - - 6000 " " Oct. 26th, at noon.
s.s. Manshu Maru - - 5000 " " Dec. 10th, at noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama, Japan.

JAVA-CHINA-JAPAN LJJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU.....	JAVA	First half of July.	SHANGHAI	First half of July.
TJILIWONG.....	JAPAN	Do.	JAVA	Do.
TJIPANAS.....	SWATOW	Do.	JAVA	Do.
TJIKINI.....	JAPAN	Second half of July.	JAVA	Second half of July.
TJIBODAS.....	JAPAN	First half of August.	JAVA	First half of August.
TJILATJAP.....	JAVA	Do.	SHANGHAI	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LJJN.
Telephone No. 575.

YORK BUILDINGS, 1st Floor.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship CALEDONIE, Captain BAYON, will be despatched for the above ports on or about FRIDAY, the 8th instant.

P. DE CHAMPAGNE, Agent.

Hongkong, July 2, 1909.

HONGKONG, JULY 2, 1909.

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COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

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HAIMUN.....	SWATOW	WEDNESDAY, 7th July, at 2 p.m.
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s.s. America Maru - - 5000 tons gross Aug. 30th, at noon.
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HAITANG.....	SWATOW, AMOY & FOOSHOW	FRIDAY, 9th July, at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

A reduction of 20 per cent on First-Class Fares to Foochow will be made during the months of July, August and September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJILLO, YOKOHAMA, HONOLULU, MANZANILLO & SALINA CRUZ (Mexico).

s.s. America Maru - - 5000 tons gross Aug. 30th, at noon.
s.s. Hongkong Maru - - 6000 " " Oct. 26th, at noon.
s.s. Manshu Maru - - 5000 " " Dec. 10th, at noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama, Japan.

JAVA-CHINA-JAPAN LJJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Insurance has been effected.
URG-AMERIKA LINIE.
 Hongkong Office.
 July 1, 1909. 852

GERMAN MAIL LINE.
SCHER LLOYD.
BREMEN.
TO CONSIGNERS.

Ship
KLEIST.

